

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 1866-01
Bill No.: HB 797
Subject: Licenses - Motor Vehicle; Motor Vehicles; Revenue Dept.
Type: Original
Date: March 5, 2001

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
Highway Funds	(\$100,000)	(\$100,000)	(\$100,000)
Total Estimated Net Effect on <u>All</u> State Funds	(\$100,000)	(\$100,000)	(\$100,000)

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 3 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials at the **Department of Revenue** assume no fiscal impact to their agency.

Officials at the **Department of Elementary and Secondary Education**, the **Department of Economic Development**, the **Department of Public Safety**, the **Office of the Attorney General**, the **Office of the State Courts Administrator**, and the **Office of the State Public Defender**, in response to a similar proposal, assume no fiscal impact to their agencies.

Officials at the **Office of Prosecution Services**, in response to a similar proposal, assume that the fiscal impact of an increased caseload is unknown, but that it would be less than \$100,000. **Oversight** assumes the increased caseload could be absorbed with existing resources.

Officials at the **Department of Transportation** (MoDOT) assume that the cost of placing two additional warning signs in each construction work zone will be \$40,000 per year over three years. Signs for maintenance work zones will cost an additional \$60,000 per year over three years. However, MoDOT believes that these costs will be offset in savings realized from prevention of at least one fatality or injury in work zones each year. These savings cannot be quantified, but MoDOT feels that net fiscal impact will be minimal.

Oversight contends that the amount of these savings, if any, cannot be reasonably estimated. No savings are reflected in the fiscal note. Oversight also notes that the increased amount of the fees, as well as the placement of warning signs by MoDOT, will likely result in fewer violations. The net effect on revenue from increased fines, therefore, is expected to be minimal. As a result, no revenue impact to the state or local governments, due to fines, is reflected in the fiscal note.

MoDOT would assume no fiscal impact on MoDOT due to the designations of where the vehicles can cross divided highways, allowing car transporters to carry campers, or the weight restrictions on bridges.

<u>FISCAL IMPACT - State Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
HIGHWAY FUNDS			
Costs—Department of Transportation			
Placement of signs	(\$100,000)	(\$100,000)	(\$100,000)
ESTIMATED NET EFFECT ON HIGHWAY FUNDS	<u>(\$100,000)</u>	<u>(\$100,000)</u>	<u>(\$100,000)</u>

FISCAL IMPACT - Local Government

FY 2002
(10 Mo.)

FY 2003

FY 2004

\$0

\$0

\$0

FISCAL IMPACT - Small Business

Small businesses involved in auto and camper unit transportation would be directly impacted as a result of this proposal.

DESCRIPTION

The proposal would also allow auto transporters the same overall length exclusions, three feet to the front and four feet to the rear, overhangs, when transporting camper units.

The proposed legislation would allow MoDOT to designate where vehicles can cross divided highways. Emergency, law enforcement and MoDOT vehicles are exempt from these provisions.

The proposed legislation would allow enforcement of bridge postings.

The proposed legislation would impose an additional fine of \$250.00 for speeding in a construction or work zone on a public highway when workers are in the zone and the specific warning sign has been erected.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Revenue
Department of Transportation



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Director
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